



U.S. Environmental Protection Agency  
Fleet Alternative Fuel Vehicle  
Acquisition Report  
For Fiscal Year 2005

**December 2005**

**U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue NW  
Mail Code 3204R  
Washington, DC 20460**

# Contents

Executive Summary.....	1
Legislative and Executive Order Requirements .....	2
EPA’s FY 2005 Fleet Compliance with EPOAct.....	3
EPA’s FY 2005 Fleet Compliance with E.O. 13149 .....	6
Success Stories .....	7
EPA’s Planned and Projected Fleet AFV Acquisitions for Fiscal Years 2006 and 2007 .....	8
Summary and Conclusions .....	8
Attachments.....	10
Attachment A: EPA FY 2005 Actual Vehicle Acquisitions.....	11
Attachment B: EPA FY 2006 Planned Vehicle Acquisitions.....	12
Attachment C: EPA FY 2007 Projected Vehicle Acquisitions .....	13
Exhibits	
1. EPA’s Performance in Meeting EPOAct and E.O. 13149 Requirements, FY 2005 .....	1
2. Summary of EPA’s Recent, Planned, and Projected AFV Acquisitions .....	3
3. EPA’s Performance in Meeting EPOAct Requirements, FY 2005 .....	4
4. EPA’s AFV Acquisitions by Fuel Type, FY 2005 .....	4
5. EPA’s Exempt Vehicle Acquisitions, FY 2005.....	5
6. EPA’s Performance in Meeting E.O. 13149 Requirements, FY 2005.....	6
7. EPA’s Fuel Use in FY 2000 through 2005.....	7

# U.S. Environmental Protection Agency AFV Acquisition Report

## Executive Summary

This report is the Environmental Protection Agency fiscal year 2005 annual report on the Agency's performance in meeting the alternative fuel vehicle (AFV) acquisition requirements of the Energy Policy Act of 1992 (EPAAct) and Executive Order 13149 (E.O. 13149). This report was developed in accordance with EPAAct (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388), and in accordance with E.O. 13149, signed April 2000.

EPAAct requires that in fiscal year (FY) 1999 and beyond, 75 percent of all covered vehicle acquisitions by Federal agencies must be AFVs. E.O. 13149 sets a goal for covered Federal agencies to reduce petroleum consumption by FY 2005, requiring agencies to increase alternative fuel use in AFVs and increase the fuel economy of light-duty vehicle acquisitions. **Exhibit 1** summarizes the Agency's performance in meeting these requirements.

Requirements	Performance Measure	Goal/Requirement	EPA Performance in FY 2005
<b>EPAAct</b>	AFV Acquisitions	75% of the 118 covered light-duty vehicles acquired in FY 2005 (i.e., 86 vehicles) must be AFVs	Acquired 96 AFVs; with additional 0 credits <sup>1</sup> , achieved 96 credits total, or 84% of covered acquisitions
<b>E.O. 13149</b>	Petroleum consumption	By FY 2005, reduce consumption by 20% compared to FY 1999 baseline of 622,645 GGEs <sup>2</sup>	Consumed 513,128 GGEs, a decrease of 17.6% from the baseline
	Alternative fuel use in AFVs	By FY 2005, increase alternative fuel use in AFVs to a majority of the total fuel use of those vehicles.	15.1% AF usage in AFVs.
	Fuel economy of light-duty acquisitions	By FY 2003, increase fuel economy by 1 mpg <sup>3</sup> (and by FY 2005, increase by 3 mpg), compared to FY 1999 baseline of 17.0 mpg	Increased to 21.5 mpg, an increase of 4.5 mpg over the baseline, exceeding both the interim (FY 2003) and final FY 2005 goal

**Exhibit 1. EPA's Performance in Meeting EPAAct and E.O. 13149 Requirements, FY 2005**

In FY 2005, the Agency acquired 96 AFVs and received 0 extra credits for acquiring dedicated AFVs, and 0 extra credits for utilization of Biodiesel credits for a total of 96 EPAAct credits. Compared to the EPAAct requirement of 86 AFV credits (75 percent of the 114 covered acquisitions), the Agency achieved 84 percent of the AFV percentage of covered light-duty vehicle acquisitions and therefore is 100 percent EPAAct compliant in this regard for FY 2005.<sup>4</sup>

<sup>1</sup> Credits earned for acquisition of dedicated light-duty vehicles (0 credits), and for biodiesel fuel use (0 credits) for a total of 0 earned EPAAct credits. See Attachment A for details.

<sup>2</sup> Gasoline gallon equivalents

<sup>3</sup> Miles per gallon

<sup>4</sup> See Attachment A for details.

Light-duty (conventional) vehicles acquired by the Agency in FY 2005 have an average DOE/EPA<sup>5</sup> fuel economy rating of 21.5 miles per gallon, 4.5 miles per gallon above the Agency's acquisitions in the FY 1999 baseline year. As such, the Agency exceeded the interim objective of E.O. 13149 in FY 2003 and has exceeded the FY 2005 goal of 3 miles per gallon improvement in fuel efficiency. Agency AFVs used alternative fuels to meet approximately 15 percent of those vehicles' FY 2005 fuel requirements<sup>6</sup>. The Agency's covered fleets consumed 17.6 percent less petroleum in FY 2005 than in the baseline year. Therefore the EPA did not achieve the E.O. 13149 goal of 20% reduction of petroleum consumption for FY 2005. However, as the ratio of AFVs as a component of EPA's total fleet inventory continues to rise, and as GSA continues to improve the correct attribution of blended alternative fuels at the point of sale (at the pump) EPA should remain on target for an overall reduction of 20% petroleum fuel consumption by the end of FY 2006.

Excluding blended alternative fuels (primarily E-85), alternative fuel use in the Agency's fleets has increased by 2,568% percent since FY 1999 to 44,590 GGE in FY 2005, up from 1,736 GGE in FY 2000.

## **Legislative and Executive Order Requirements**

Section 303 of EPAct (42 U.S.C. 13212) requires that 75 percent of all covered light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating) that are "centrally fueled or capable of being centrally fueled" and are primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to 1980 census data. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements.

E.O. 13149 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 20 percent by FY 2005, compared to FY 1999 consumption levels. Fleets may achieve the reductions through a combination of AFV acquisitions, increased alternative fuel use in AFVs, improved efficiency of non-AFV acquisitions, reductions in fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13149 also includes two additional requirements in relation to the 20 percent petroleum reduction goal. First, that agencies use alternative fuel in their AFVs to meet a majority of the fuel requirements of those vehicles by FY 2005. Second, agencies must increase the DOE/EPA average fuel economy rating of covered light-duty (non-AFV) vehicle acquisitions by 1 mile per gallon (mpg) by FY 2003 and 3 mpg by FY 2005, as compared to the FY 1999 baseline.

The Energy Conservation Reauthorization Act of 1998 amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These "biodiesel credits" may fulfill up to 50 percent of a Federal fleet's EPAct acquisition requirements, and do not carry over into subsequent years.

---

<sup>5</sup> Environmental Protection Agency – determined by utilizing the method listed at EPA's website: <http://www.fueleconomy.gov>.

<sup>6</sup> Since the majority of EPA's AFV fleet are GSA leased vehicles, the data feedback loop on fuel consumption data from GSA is critical in accurately computing the actual amount of alternative fuel consumed by AFVs. However, GSA has acknowledged problems receiving correct attribution of fuel type from commercial fuel provider point of sale devices. Most blended fuels (e.g. E-85 fuel) are tagged as "Unleaded" when in fact they are alternative fuel blends. Therefore EPA has maintained its own vehicle inventory management system that it uses to account for fuel inputs in its entire fleet – agency owned, commercially leased and GSA leased. However, post-FY 2005 FAST reporting analysis also shows that GSA E-85 consumption data reported via the GSA end of year fuel consumption reporting is again *under-reporting* actual consumption. EPA has determined approximately 26,494 GGEs of actual E-85 fuel consumption occurred while GSA reported 2,999 GGEs E-85 fuel consumption.

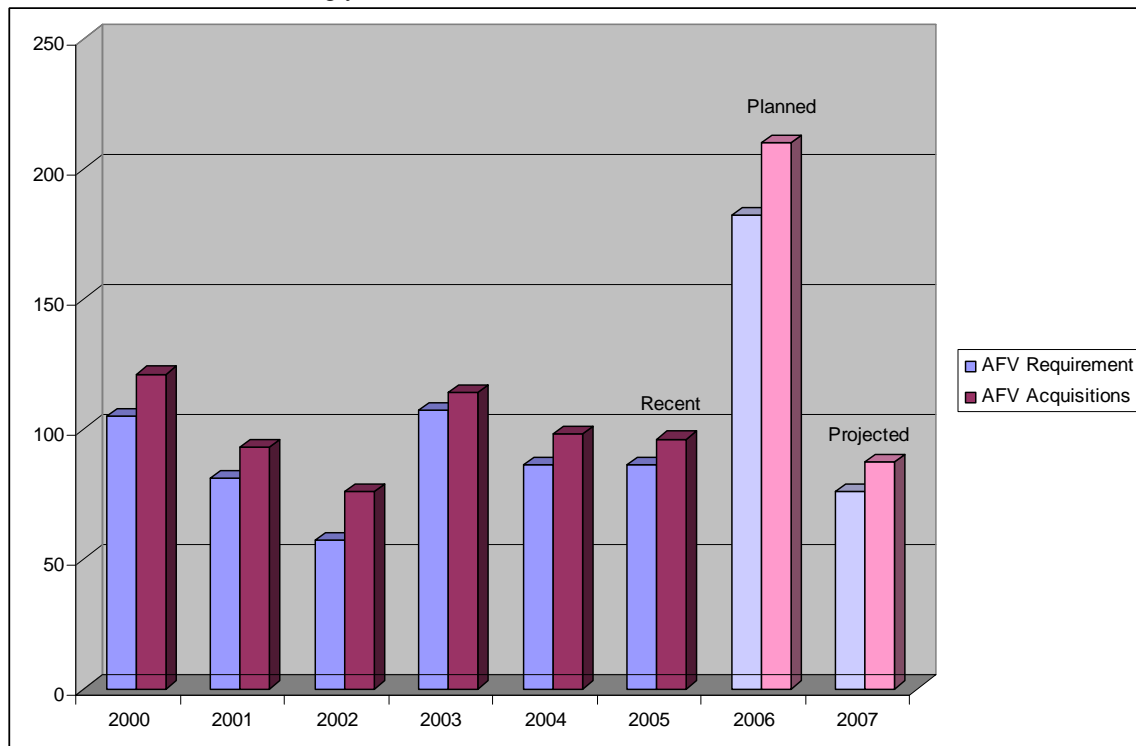
Moreover, E.O. 13149 provides incentives for agencies to acquire and use dedicated AFVs. Federal agencies receive one additional AFV credit for each dedicated light-duty vehicle and for each zero emission vehicle of any size, three credits for each dedicated medium-duty vehicle, and four credits for each dedicated heavy-duty vehicle. Federal agencies can also receive one credit for every 450 gallons of pure biodiesel used in diesel vehicles.

Section 310(b) of EPOA requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies, including the EPA, submitted compliance data using the web-based Federal Automotive Statistical Tool (FAST). Data submitted by the EPA are included in this report as Attachments A, B, and C.

## EPA's FY 2005 Fleet Compliance with EPOA

Exhibit 2<sup>7</sup> depicts AFV acquisitions by the Agency fleets in FYs 1999, and 2005. This figure also shows planned and projected acquisitions for FYs 2006 and 2007 and documents the increase in AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Agency in FY 2005.

The EPA has exceeded its EPOA requirements each year reported since FY 2000, and projects it will continue to do so in the coming years.



**Exhibit 2. Summary of EPA's Recent Planned and Projected AFV Acquisitions**  
(includes credits for dedicated AFVs and biodiesel use)

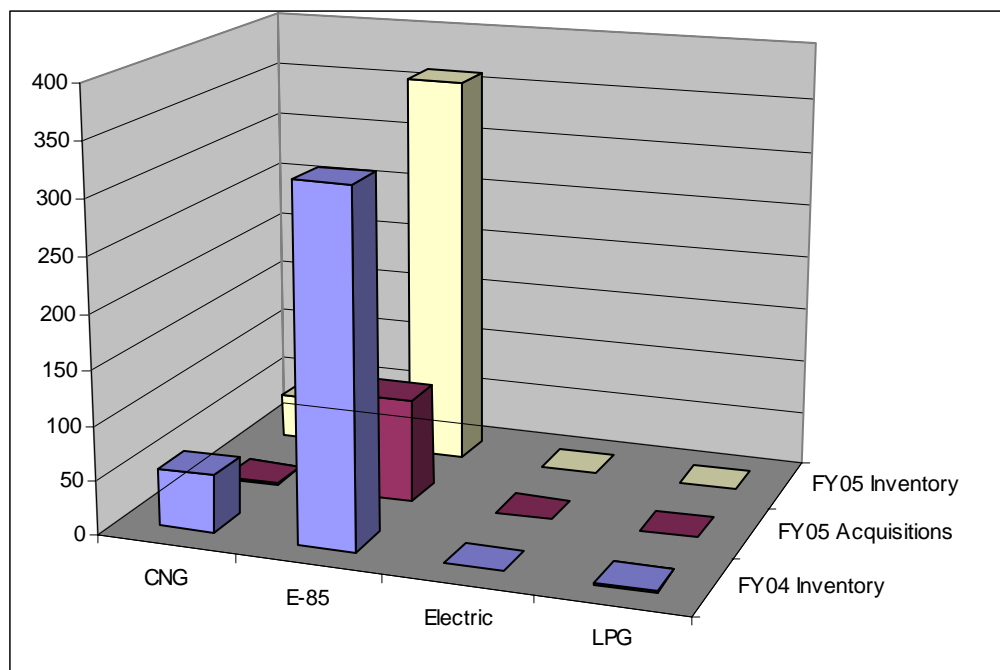
As summarized in **Exhibit 3**, in FY 2005 the Agency acquired 97 AFVs and received 1 credit for acquiring dedicated AFVs, for a total of 98 AFV Credits. Compared to the EPOA requirement of 86 AFV credits (75 percent of the 118 covered acquisitions), the Agency achieved 100 percent of EPOA compliance for this category. As in FYs 2002 and 2003 the agency exceeded its EPOA requirement by a significant margin.

<sup>7</sup> See Attachment A for "Recent" (FY 2005) data details, Attachment B for "Planned" (FY 2006) details and Attachment C for "Projected" (FY 2007) data details.

EPAct-covered vehicle acquisitions	224
AFVs Acquired	96
Additional credits earned	0
Total AFVs and credits (as % of covered acquisitions)	84%

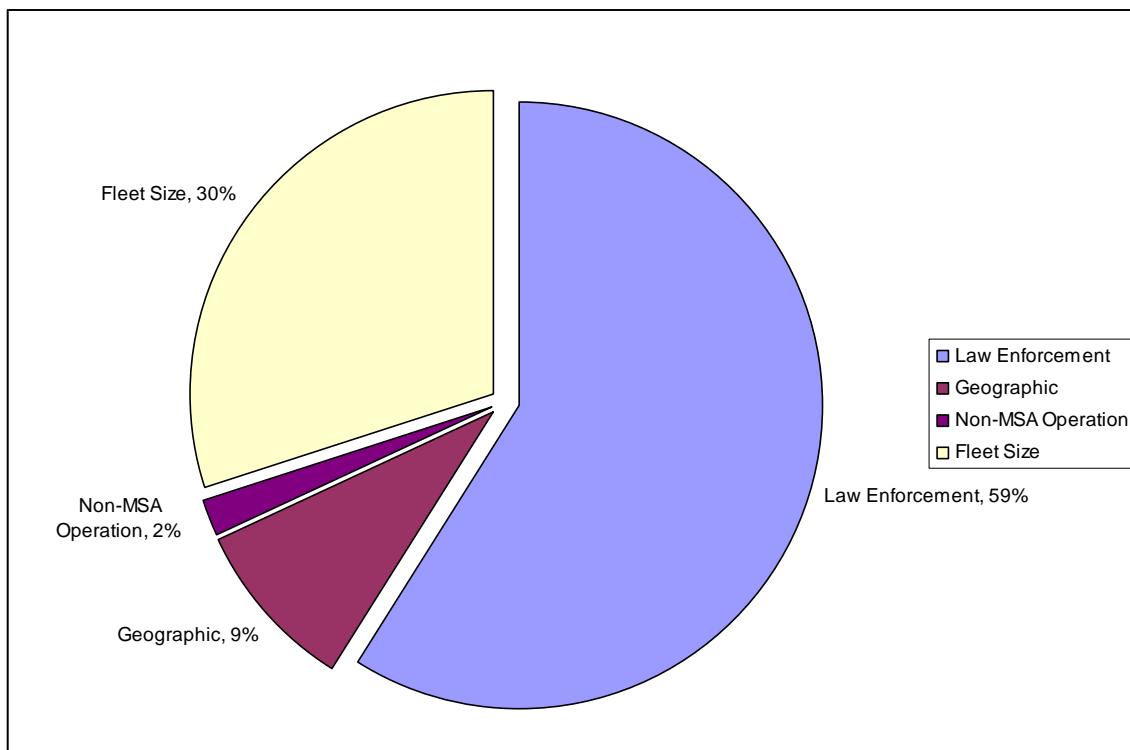
**Exhibit 3. EPA's Performance in Meeting  
EPAct Requirements, FY 2005**

**Exhibit 4** provides a breakdown, by fuel type, of the AFVs in the Agency's fleets. Most of the AFVs acquired in FY 2005, and in the Agency's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85), and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate using the alternative fuel to the maximum extent possible. EPA is taking extra steps during FY 2006 to ensure accurate attribution of fuel type usage occurs.



**Exhibit 4. EPA's AFV Acquisitions by Fuel Type, FY 2005**

Additional vehicles were leased and purchased by the Agency that were not EPAct-covered vehicles, as shown in Exhibit 5. Of the total 201 light-duty vehicles acquired in FY 2005 shown in Attachment A, 82 vehicles were exempt and therefore not counted for compliance. Most of these are vehicles that are considered exempt from EPAct compliance because of their utilization as law enforcement vehicles. The remainder of these vehicles are in fleets located or operated outside a covered Metropolitan Statistical Area or Consolidated Metropolitan Statistical Area.



**Exhibit 5. EPA's Exempt-Vehicle Acquisitions, FY 2005**

## EPA's FY 2005 Compliance with E.O. 13149

**Exhibit 6** summarizes EPA's performance towards the E.O. 13149 goals. One goal of E.O. 13149 calls for Federal fleets to reduce petroleum consumption by 20 percent by FY 2006. In FY 2005, the Agency consumed 17.7 percent less petroleum fuel than in the FY 1999 baseline. The Agency anticipates additional petroleum savings by the close of FY 2006, once the measures outlined in the EPA Strategy are fully implemented.

Federal fleets are also required by E.O. 13149 to use alternative fuels in their AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2006. While EPA fleets were successful in increasing their alternative fuel usage in FY 2005 during FY 2006 additional measures will be implemented to ensure continued success in increasing alternative fuel usage towards meeting this E.O. 13149 requirement.

E.O. 13149 requires agency fleets to increase the fuel economy of light-duty vehicle acquisitions by 1 mpg by FY 2003, and 3 mpg by FY 2005, compared to FY 1999 acquisitions. The fuel economy of conventional light-duty vehicles acquired by the Agency in FY 2005 was 4.5 mpg higher than in the covered vehicles acquired by the Agency in the baseline year, FY 1999. Thus, the Agency met the first goal of E.O. 13149 in FY 2003 and has exceeded the FY 2005 goal in its acquisition of fuel efficient vehicles in FY 2005.

Petroleum Consumption		Alternative Fuel Use in AFVs		Fuel Economy of Light-Duty Acquisitions	
<b>FY 1999 Baseline</b>	622,645 GGE	<b>FY 1999 Baseline</b>	No consumption reported	<b>FY 1999 Baseline</b>	17.0 mpg
<b>FY 2005</b>	513,128 GGE	<b>FY 2005</b>	15%	<b>FY 2005</b>	21.5 mpg
<b>Percent Change (Decrease)</b>	(17.6 %)			<b>Change (Increase)</b>	+4.5 mpg

**Exhibit 6. EPA's Performance in Meeting E.O. 13149 Requirements, FY 2005**

Exhibit 7 summarizes the Agency's fuel use in vehicles covered by E.O. 13149 during the last four fiscal years. In FY 2005, the Agency consumed over 44,590 GGE of alternative fuels in these vehicles, thereby replacing a portion of the gasoline and diesel fuel that would have been used.

EPA failed to reach the FY 2005 goal of 51% alternative fuel use in alternative fueled vehicles. Two major contributing factors have been identified as contributors to this problem: continued poor distribution of E-85 fueling facilities within EPA's area of operations; and failure to gain feedback data during the operational year illuminating the low utilization of E-85 fuel in E-85 flex fueled vehicles. Both of these factors will be addressed during FY 2006 to ensure compliance with the 51% alt fuel use requirement.

The majority of vehicles acquired by the Agency are leased from GSA, and the leasing contract includes the maintenance and fuel costs for the vehicles. This is accomplished through use of a GSA credit card issued to fleets to purchase alternative fuel. Unfortunately, product code standards are not uniform among suppliers of alternative fuels, and *it is not always possible for credit vendors to accurately track the alternative fuels purchased with the credit card*. The exception may be natural gas, which is usually purchased at a local utility refueling site that allows for more accurate accounting.

A review of the data reported in FAST by the Agency's fleets for FY 2000-2004 indicated that many fleets grossly over-reported their E-85 fuel use for those years. For example, fleets running GSA leased E-85 flex-fueled vehicles reported that *all* of the fuel used in these vehicles were E-85. This issue was addressed



in FY 2005 with an attribution of E-85 consumption for those vehicles based on their geographical proximity to available E-85 fueling facilities. The fleets did, however, account for CNG, which use has increased in usage significantly.

Fuel Type	FY 2000 Quantity (GGE)	FY 2001 Quantity (GGE)	FY 2002 Quantity (GGE)	FY 2003 Quantity (GGE)	FY 2004 Quantity (GGE)	FY 2005 Quantity (GGE)
Biodiesel - B20	-	-	-	-	-	126
CNG	1,604	3,571	4,988	10,092	11,640	17,970
E-85 <sup>8</sup>	118	56,051	115,721	100,847	10,000 <sup>9</sup>	26,494
LPG	-	-	452	34	176	-
M-85	-	-	-	-	-	-
Total Alt Fuel Use	1,722	59,622	121,621	180,783	21,816	44,590
Gasoline	586,898	568,827	505,380	500,419	472,067	479,121
Diesel	67,666	26,191	21,249	25,239	40,756	33,503

**Exhibit 7. EPA's Fuel Use Reported in FYs 2000 through 2005**

The Agency projects its fleet will show a total petroleum consumption reduction of 20 percent by the end of FY 2006. This reduction in petroleum use will be achieved with increased alternative fuel use and adoption of fuel economy and fleet efficiency measures.

## Success Stories

EPA was successful in meeting the 3 mile per gallon reduction because of specific measures undertaken within the vehicle acquisition process. Significantly management had to devise an intervention between the local fleet acquisition process and the supplier. Since the largest supplier of vehicles to the EPA is the General Services Administration (GSA) this meant implementing measures to ensure local fleet's ordering practices were vetted against the goals of EPAct to ensure compliance with the requirements. These measures resulted in the 4.5 mpg increase reported for FY 2005.

As the EPA initially looked for a corporate fleet inventory management system during FY 2002 it became clear that the available commercial off-the-shelf options were not designed with tracking of the EO 13149 and EPAct 1992 requirements in mind. Additionally, due to the disparate information management systems at the various EPA field locations, it was clear that what was needed was a solution which could both provide the end-to-end solution for locations without any information technology, as well as receive information from those locations with existing fleet inventory management systems already in place.

The EPA therefore contacted the Department of Energy's Idaho National Laboratory's Performance Support Systems Team, the designers and hosts of the federal government's fleet information system of record (the Federal Automotive Statistical Tool [FAST]) and engaged that team in preparing a fleet inventory management system which would both satisfy the daily operational needs of the EPA as well as solve the annual data reporting requirements of the FAST.

This inter-agency collaboration between the Department of Energy and the EPA has resulted in the development of the EPA's Automotive Statistical Tool (EPA-AST), available now as a government off-the-shelf (GOTS) package to other federal entities. Due to this effort, not only has EPA's overall fleet management efficiency increased, as well as increasing the EPA's ability to provide comprehensive data on the status of the EPA fleet vis-à-vis federal driving requirements, but the EPA has also been able to share

<sup>8</sup> E-85 was reported using verifiable numbers mostly provided via GSA in the Reports Carryout. However, as noted above, the accuracy of the E-85 tagging of fuels at the point of sale has been problematic for FY 2000-2005. FY 2000-2005 includes numbers as reported in FAST without correction. FY 2005 reflects the corrected number based on post-FAST reporting analysis.

<sup>9</sup> The quantity reported in FAST for FY2004 was 66,410 GGEs E-85. However, as noted last year, this value was over-reported due to human error. The correct quantity of E-85 consumption for FY 2005 is listed here, representing 15% of the total fuel consumption of E-85 Flex Fuel vehicles.

<sup>10</sup> This value represents the gasoline gallon equivalent of the over-reported E-85 added back to the total petroleum consumption to correct the FY 2005 E-85 over-reporting error mentioned above.

the results of this project to other federal agencies – notably to both the Department of Health and Human Services and the Department of the Navy.

This inter-agency collaboration and code-sharing initiated by the Environmental Protection Agency continues to result in significant cost-avoidance by other federal agencies adopting this program for themselves because of the “design once / deploy many times” model used by the DOE’s INL development team. EPA actively encourages the federal community to contact them to hear about how they can leverage the EPA’s system into their vehicle information management process.

In summary, the Agency was able to optimize internal EPA fleet management concerns, maximize the technical support of the team at the INL CPI, minimize cost and time constraints and arrive at a successful solution to EPA’s fleet information management needs. Based on this success, EPA is confident in recommending a similar approach to other Federal agencies with similar requirements.

## **EPA’s Planned and Projected Fleet AFV Acquisitions for Fiscal Years 2006 and 2007**

While Attachment A provides detailed information on AFVs actually acquired by the Agency in FY 2005, Attachment B provides planned vehicle acquisitions for the Agency fleets in FY 2006, and Attachment C projects the number of vehicle acquisitions that the Agency will make for its fleets in FY 2007.

As shown in Attachment B, in FY 2006, Agency fleets are planning to acquire a cumulative total of 427 light-duty vehicles. Of these, 242 will be EPC-covered acquisitions. If EPA acquires this number of covered vehicles, in pursuit of the 75 percent EPC requirement, it will need to generate a minimum of 181.5 AFV credits.

For FY 2006, the Agency will submit plans to acquire 136 AFVs and generate 74 AFV credits ( for a total of 210 AFV acquisitions and credits). EPA is keenly aware of the burden of additional costs of acquiring AFVs and will remain mindful of newer technologies on the horizon, e.g., potential benefits arising from hydrogen fuel cell based advancements. Accordingly, the Agency will strike a good and appropriate fiscal balance with respect to alternate fuel vehicle (AFV) fleet acquisitions going forward.

In FY 2007, Agency fleets are projecting they will acquire 202 light-duty vehicles. Of these, 101 will be EPC-covered acquisitions, thus establishing a 76 minimum credit requirement in order to meet EPC’s 75 percent requirement. For FY 2007 the Agency will submit plans to acquire 82 AFVs and generate an additional 5 credits by acquisition of dedicated AFVs resulting in a projected 85% acquisition rate of AFVs. Thus, through this action, the Agency plans to meet its EPC requirement again in FY 2007. This estimate includes an analysis that takes into account relevant Metropolitan Statistical Area (MSA)/Consolidated Metropolitan Statistical Area (CMSA) and Law Enforcement exemptions that may impact EPA decisions for EPA fleet acquisitions looking forward.

## **Summary and Conclusions**

This report and its attachments show that the Agency has exceeded its AFV acquisition requirements under EPC in FY 2005. It also illustrates how the Agency expects to repeat this accomplishment in FYs 2006 and 2007 respectively. The Agency anticipates that its fleets will exceed the 20 percent reduction in petroleum consumption in 2006 required by E.O. 13149. This lower level of petroleum use will be achieved by continuing to implement the Agency’s Strategy for complying with the requirements of E.O. 13149, which calls for using alternative fuels in AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2006, improving the average fuel economy of newly acquired light-duty conventional vehicles by 3 mpg by FY 2006, and using other fleet efficiency measures.

During FY 2005 the Agency has been able to more effectively train its personnel in the characterization of legislative and executive order data issues to provide a clearer picture of the Agency’s fleet in accordance with the applicable regulations.

Where appropriate, the Agency will look for economies of scale for fleet acquisitions. EPA will collaborate with other federal entities as we did in the case of the Department of Energy's Idaho National Laboratory's (INL) Performance Support Systems Team. Moreover, EPA will nurture our internal strengths leading to marked improvement in fleet performance and compliance.

During FY 2006, and going forward, EPA will execute the following steps to strengthen the Agency's efforts leading to desired performance goals for the period ending at the conclusion of FY 2006.

- EPA will work closely with GSA to ensure correct characterization of fuels at the point of sale – to ensure the financial fuel acquisition reporting feedback mechanism (GSA Reports Carryout) captures the actual alternative fuel used by GSA leased vehicles (GSA Leased vehicles comprise 80% of the fleet's light-duty vehicle assets).
- EPA will disseminate lessons learned about fleet management strategies and system enhancements with other Federal partners, e.g., Navy, Health and Human Services, Treasury, Agriculture, VA and other inter-Agency participants. The Federal Fleet community will be improved through this collaborative approach and resource sharing. EPA will continue to lead the way with ideas regarding economies of scale, systems upgrades, application of cost saving methods and inter-Agency collaboration.

## Attachments

## Attachment A:

Actual Environmental Protection Agency FY 2005 Vehicle Acquisitions					
Actual FY 2005 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
		Leased	Purchased	Total	
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		198	3	201	972
	Fleet Size	26	0	26	181
	Geographic	6	1	7	36
	Law Enforcement	52	0	52	242
	Non-MSA Operation (fleet)	0	0	0	0
	Non-MSA Operation (vehicles)	2	0	2	(n/a)
Exemptions					
EPACT Covered Acquisitions		112	2	114	513
Actual FY 2005 AFV Acquisitions					Total Vehicle Inventory
Vehicle		Leased	Purchased	Total	
Sedan	CNG Bi-Fuel Subcompact	0	0	0	20
Sedan	CNG Dedicated Subcompact	0	0	0	2
Sedan	E-85 Flex-Fuel Compact	7	0	7	58
Sedan	E-85 Flex-Fuel Midsize	20	0	20	53
Sedan	CNG Dedicated Large	0	0	0	1
Pickup 4x2	CNG Bi-Fuel	1	0	1	2
Pickup 4x2	E-85 Flex-Fuel	0	0	0	6
Pickup 4x4	CNG Bi-Fuel	0	0	0	1
Pickup 4x4	E-85 Flex-Fuel	7	0	7	10
SUV 4x2	E-85 Flex-Fuel	2	0	2	16
SUV 4x4	E-85 Flex-Fuel	36	0	36	123
Minivan 4x2 (Passenger)	CNG Dedicated	0	0	0	1
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	21	0	21	91
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	2	0	2	2
Bus	CNG Dedicated	0	0	0	8
SUV MD	E-85 Flex-Fuel	0	0	0	2
Van MD (Passenger)	CNG Bi-Fuel	0	0	0	2
Van MD (Passenger)	CNG Dedicated	0	0	0	3
Van MD (Cargo)	CNG Bi-Fuel	0	0	0	1
Total Number of AFV Acquisitions		96	0	96	402
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		0	0	0	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				0	
Total AFV Acquisitions with Credits		96	0	96	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				84%	

## Attachment B:

Planned Environmental Protection Agency FY 2006 Vehicle Acquisitions				
Planned FY 2006 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		427	0	427
Exemptions	Fleet Size	90	0	90
	Geographic	41	0	41
	Law Enforcement	49	0	49
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	5	0	5
EPACT Covered Acquisitions		242	0	242
Planned FY 2006 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	2	0	2
Sedan	CNG Dedicated Subcompact	2	0	2
Sedan	E-85 Flex-Fuel Compact	3	0	3
Sedan	E-85 Flex-Fuel Midsize	9	0	9
Pickup 4x2	E-85 Flex-Fuel	4	0	4
Pickup 4x4	E-85 Flex-Fuel	2	0	2
SUV 4x2	E-85 Flex-Fuel	24	0	24
SUV 4x4	E-85 Flex-Fuel	16	0	16
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	38	0	38
Bus	CNG Dedicated	36	0	36
Total Number of AFV Acquisitions		136	0	136
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		2	0	2
Dedicated Medium-Duty AFV Credits		72	0	72
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Planned				0
Total AFV Acquisitions with Credits		210	0	210
AFV Percentage of Covered Light-Duty Vehicle Acquisition				87%

## Attachment C:

<b>Projected Environmental Protection Agency FY 2007 Vehicle Acquisitions</b>				
<b>Projected FY 2007 Light-Duty Vehicle Acquisitions</b>				
		<b>Leased</b>	<b>Purchased</b>	<b>Total</b>
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		202	0	202
Exemptions	Fleet Size	49	0	49
	Geographic	7	0	7
	Law Enforcement	45	0	45
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	0	0	0
<b>EPACT Covered Acquisitions</b>		<b>101</b>	<b>0</b>	<b>101</b>
<b>Projected FY 2007 AFV Acquisitions</b>				
<b>Vehicle</b>		<b>Leased</b>	<b>Purchased</b>	<b>Total</b>
Sedan	CNG Bi-Fuel Subcompact	13	0	13
Sedan	E-85 Flex-Fuel Compact	24	0	24
Sedan	E-85 Flex-Fuel Midsize	8	0	8
Sedan	CNG Dedicated Large	1	0	1
Pickup 4x2	CNG Bi-Fuel	2	0	2
Pickup 4x2	E-85 Flex-Fuel	2	0	2
Pickup 4x4	CNG Bi-Fuel	2	0	2
SUV 4x2	E-85 Flex-Fuel	2	0	2
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	24	0	24
Van MD (Passenger)	CNG Bi-Fuel	2	0	2
Van MD (Passenger)	CNG Dedicated	2	0	2
<b>Total Number of AFV Acquisitions</b>		<b>82</b>	<b>0</b>	<b>82</b>
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		1	0	1
Dedicated Medium-Duty AFV Credits		4	0	4
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Projected				0
<b>Total AFV Acquisitions with Credits</b>		<b>87</b>	<b>0</b>	<b>87</b>
<b>AFV Percentage of Covered Light-Duty Vehicle Acquisition</b>				<b>86%</b>